

HAWAIIAN GAZETTE

RODERICK O. MATHESON Editor

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CHARLES S. CRANE, Manager.

TUESDAY SEPTEMBER 15

THE LIGHTHOUSE SERVICE

One hundred and ninety-eight years ago last Monday the first lighthouse erected along the shore of the American continent cast its feeble beam from Little Brewster Island across Boston Harbor. It was a crude structure of rough boulder stone, hooped with iron bands, and built by the Massachusetts Colony at a cost of about \$11,400. Its erection marked a long step forward in making coastal navigation safe. Before that day mariners were warned of danger by open fires, as is witnessed by a bill presented by the people of Nantucket to the general court of Massachusetts for "her bales of pitch and ocum," which they had supplied for the beacon at Allerton Point. To maintain the lighthouse on Little Brewster Island it was ordained that all vessels using Boston harbor should contribute the sum of one penny for each trip they made past the light. The first lighthouse keeper in America bore the name of Worthylake, and that he was conscientious in his trust is evident by the fact that during a great storm he concentrated his attention on keeping his light blazing, although the hurricane was sweeping his flock of sheep over the cliffs into the raging sea. In the same year that the United States adopted the constitution, in 1789, it took over the eight lighthouses then standing along the Atlantic Coast from New Hampshire to South Carolina. They were placed under the Treasury Department and in 1852 the present Lighthouse Service was established by Congress.

Today more than 1500 lighthouses and beacon lights along the coasts and inland waterways from Maine to Alaska are illuminated each night at sundown. To further safeguard the mariner there are thousands of other danger signals—gas, whistling and bell buoys, postlights, fog signals, unlighted day beacons and submarine bells. The exact number of all kinds of aids to navigation in use in the United States at the end of the fiscal year, June 30, 1913, including the seventy-six lightships in commission, was estimated at 13,434. To keep these in the highest order of efficiency requires nearly 6000 employees, of whom twenty-seven are women. The cost of the service for this year (1914) is estimated at \$5,071,830, not including the sum of \$722,600 for new lighthouses and vessels. The United States Lighthouse Service has been declared the best in the world. Its signals range from the red lantern hung on the branch of a tree in the St. Croix River, which is regularly inspected and maintained by the government, to the 20,000,000 candle power electric lighted lighthouse at Navesink, on the coast of New Jersey, whose powerful light is visible to the mariner twenty miles out at sea. In type, the lighthouses range from the oldtime cone-shaped bulwark to hollow steel pillars standing in the ocean on long spidery steel legs. Today a new friend to the mariner, the wireless telegraph, is serving to warn him of danger, and it has been predicted this will become the chief aid to navigation, usurping the present commanding position of the lighthouse.

IMPORTS OF PERUVIAN SUGAR

A news item was wireless recently to The Advertiser to the effect that the San Francisco sugar refineries, which had not heretofore used Peruvian sugar, were investigating that source of supply, with a view to using it to coerce the Hawaiian sugar producers, thereby securing to the refineries more favorable terms than they would otherwise obtain.

This statement was based upon a mistake in the fundamental proposition that Peruvian sugar is not ordinarily imported into the United States. As a matter of fact Peru is one of the regular sources of American supply of raw sugar, and has been such for a long time. The imports of sugar from Peru into the United States were, for example, 362,671 tons in 1912 and 239,982 tons in 1913. Peruvian sugar will not, therefore, be available this year, any more than in any other year, as a club with which to secure terms from the Hawaiian planters.

Moreover, irrespective of the terms which the refiners make with the local sugar producers, so long as there is a duty on sugar, the American refiners will continue to buy a certain amount of foreign duty paid sugar to sell to the fruit preserving companies, for the reason that if the latter use duty paid sugar in canning fruit, they receive a rebate from the government on the value of the sugar used for such purpose, if the canned product is exported. As this rebate is not granted if domestic sugar is used, it puts a premium on the purchase of foreign sugar for export purposes, the canners being thereby able to compete in the foreign market with practically a bounty on their product, equal to the amount of the rebate.

The Advertiser publishes elsewhere in today's issue a report from the United States consul in Callao, Peru, upon the status of the sugar industry in that country, under date of September 2, 1914, which will be found of present interest.

THE FIRST SHIP FROM PANAMA

The maritime event of yesterday, the arrival of the first steamer from the Atlantic via the Panama Canal, marks the beginning of great things for this port, and, were it not for the all-pervading monopoly of interest in the tremendous struggle raging in Europe, the arrival of the Missouriian would have been an occasion of public celebration. As it is, however, the Missouriian's arrival will go down in modern port annals as the greatest happening to date, more important than the actual landing of the Pacific cable or the first exchange of wireless messages between this city and the mainland.

Honoluluans yet have by no means awakened wholly to the importance to this Territory of the successful opening of the great canal. It may be some time before the full significance of the changes to be wrought in ocean travel and traffic lanes dawn upon the public mind, but there are those here who have foreknowledge and are preparing for what the near future holds in store for this port.

One thing the arrival of the Missouriian ought to do. It should awaken enough public interest to make certain some change in the municipal government, some assurance that the long delay in preparing this city for its good fortune is not to continue. Honolulu cannot afford much longer to support a ten per cent efficiency government. The Missouriian is here, the first of many steamers to follow her to Honolulu through the Big Ditch, the harbinger of the big things to come—if Honolulu be made ready for their coming.

GERMAN VIEW OF SHIPPING WAR

Inasmuch as four out of five, at least, of the American mainland publications favor the cause of the Allies in the conflict in Europe, it is natural perhaps that the various summaries of the war and the various comments upon it as republished in Honolulu from the mainland exchanges of the two English dailies trend towards the same anti-German impression. In view of the fact that every effort is being made to preserve a strict impartiality in each of the local newspaper offices, this is regrettable, even if unavoidable.

The Advertiser has published from time to time articles from German sources, whenever the same were of general interest and conservative in language. Such is the following, an official statement by the Chamber of German-American Commerce, recently issued in New York. It presents a view of the clashing shipping interests not often thought of, and, quite outside of either German or British partisanship, contains much that every American will agree with who has considered the pitiful condition of the American merchant marine. The statement is:

"The greatest shipping rival of England has been Germany, with more than 5,000,000 tons of first-class merchant vessels. Over the seven seas Germans have followed the English and have won notable triumphs in competition for trade. German enterprise in reaching out for business in African, South American and Indian ports has been a bitter pill to the British. German ships have been carrying American products to Australia, the Orient, the Mediterranean, Russia, South America, Africa and India for many years.

"Time was when the British laughed at Germany's competition for the world's shipping. Recently, however, they became aware of German ability to build and navigate ships equal to their own and to a realization that there was real German rivalry for over-seas transportation.

"England has never feared France as a rival on water. If France has attempted to compete with her the record shows that she has made little headway, her tonnage being now only 2,000,000, or but one-ninth of England, which is 18,000,000. So to the lot of industrious Germany fell the fight against British monopoly of the commerce of the world, and there is no exaggeration in the statement that the British shipping crowd have in the last ten years been put to their wits' ends trying to check German seizures of markets they had believed belonged to them forever.

"Numerous instances are on record of this British idea of perpetual ownership being rudely disturbed by the passing of markets to German control, hopelessly beyond British redemption.

"That this titanic contest, growing keener year by year, has been waged under the very eyes of Americans, who, because of their navigation laws, have been forced to sit by and watch their shipping trade slip into British hands, every man familiar with the commerce of the Port of New York knows.

"What a shame that citizens of the United States have permitted the existence of laws that have rendered American competition on the seas impossible? How the British shipping crowd have waxed rich at the expense of Americans! How these men have frowned on suggestions of a revived American merchant marine!

"Some pretty subtle and powerful influences have deprived the American people of their proper place on the sea, and Americans might, with propriety, ascertain what part the British shipping crowd has played in the 'game' against them. Such an inquiry might open American eyes to the facts of British exploitation of the foreign commerce of this country, which long ago would have produced a disastrous result to American exports had not the German first thrown down the gauntlet to the British.

"Germans first sensed the British design against Americans and stepped in to check it, and German determination along this line was in a very large measure responsible for what many American exporters have been able to do in the way of trade expansion in the markets of the world. Who would suppose that England, with in almost complete monopoly of the traffic of the seas, would have given an American competitor an equal chance against a British exporter for the business of South America, India, Africa, Russia, China and Australia? Indeed, a different story of American export business would be in the record had not German initiative and enterprise been asserted.

"The British shipping crowd form one of the most powerful organizations in the world. For more than a century they have clung tenaciously to the motto, 'Englishmen first in everything—Britannia rules the waves!' and they have gone the limit to carry it out. Our civil war gave them a longed-for opportunity which they enjoyed immensely until about twenty years ago, when the energetic German got busy.

"Any American who believes that the shipping situation will adjust itself satisfactorily in the event of German defeat and that the British with no formidable, determined rivalry in shipping will give competitive American exports an equal chance with their own in British bottoms is to be congratulated upon a sublime faith in the charity of mankind. The cold hard facts will be otherwise. The British will give their own manufacturers better shipping facilities and better rates and they will go after an ironclad, indisputable control of the world's commerce with bull-dog aggressiveness."

THE WITHDRAWAL FROM VERA CRUZ

In view of the news wireless to Honolulu yesterday that the secretary of war had ordered the evacuation of Vera Cruz by General Funston and his men of the fifth division, the following comment from the latest issue of the Army and Navy Journal furnishes an interesting sidelight. Says that Service paper:

"Carranza is a source of embarrassment to the administration in carrying out its Mexican policy. Early this week he gave orders for the closing of the port of Vera Cruz, and the despatches from Mexico state that he has seized the Mexican railroads. It is understood that Carranza has become convinced that the United States is supporting Villa, and it is believed here that he intends to make trouble for the state department. He never did give any encouragement to the A. B. C. mediators, declaring that there was nothing to mediate, while Villa put on the appearance of listening to suggestions from the mediators of the state department. As a consequence the relations between Carranza and the state department have never been too friendly; on the other hand, Villa has secretly kept in touch with the department and professes to be friendly to Americans generally. As has been previously stated in these columns, Villa is determined to oust Carranza from the Provisional presidency of Mexico. Carranza is fully advised as to Villa's intentions, and evidently is under the impression that he is receiving the support of the American department of state. This accounts for his anxiety to force the United States to withdraw its troops from Vera Cruz. There is no doubt that he regards the American troops as much of a menace to him as they were to Huerta. Carranza is almost in the same position that Huerta was when the troops were landed at Vera Cruz. Incidentally it might be asked what has become of the demand of the United States for a salute to the American flag from the Mexican government or whatever the controlling power of the country may be termed. Has the elimination of Huerta satisfied this demand? Or will it be necessary to remove Carranza in order to meet the requirements of our government?"

THE FLAG OF TODAY

Never in the world's history has there been such widespread, such terrible suffering as this twentieth century of the Christian era is witnessing in Europe. Only an inkling of the death toll of the warfare that is raging has as yet come, but it is safe to say that when it does come the tale of human slaughter will literally stagger humanity.

Following in the trail of Death, reaping its tens of thousands upon battlefields, stalk Devastation, Famine, Starvation to menace alike the peoples of many lands. No man's imagination can grasp the terrible and terrifying prospect.

President Wilson has enjoined upon the American people the necessity of maintaining an attitude of neutrality as between contending nations, but this does not mean that Americans are to manifest a negative interest in what is happening and what is going to happen. Every instinct of humanity calls for positive interest on their part—and positive action.

We are many men of many minds, but there is one flag that calls for universal reverence and respect, one that every person in this land, be he citizen or one owing allegiance to another government, should in this great emergency adopt as his own. This is the flag of the Red Cross.

The work undertaken by the American Red Cross is stupendous, its needs are great. It will carry aid and comfort to the wounded and the needy of all the stricken lands. The Red Cross needs money and it needs supplies.

Hawaii is profiting much from the war, and, on the other hand, many of the island residents are contributing to Red Cross and relief funds. Other contributions are needed, however. Should any of the readers of The Advertiser care to forward subscriptions to the American Red Cross these may be sent directly to the head office of the organization, at Washington, D. C.

A NEW PHILIPPINES PROBLEM

Congress would be wise to give heed to the minority report of the house committee on insular affairs upon the Philippines independence bill. Independent action was not expected of the majority of the committee, which is under the domination of the White House. The President is committed to the policy of furthering Philippines independence, and with characteristic stubbornness is disregarding the new problems raised by the European war and its far Eastern complications. The Republican minority of the insular committee, however, voices a feeling of uneasiness which has prevailed among far-seeing Americans since the beginning of the conflict in Europe. In brief, the minority report suggests that any action at the present time looking to the independence of the islands would be notice to foreign powers that the United States is anxious to be rid of its dependencies. Such notice would in turn invite some form of aggression, subtle or overt, and this would naturally lead to war. And the welfare and prosperity of the United States, as a world political power and as an industrial factor, depends upon its keeping out of the general war now raging.

The possibility of embroilment through the Philippines is not so remote as might appear. As long as the United States lets it be understood that it proposes to hold to the islands, there is little chance of entanglement. Our rights will be respected by the belligerents, who are not anxious for new complications. But there is every prospect that if Germany does not come off victorious in the struggle, Japan will have extended its sphere of influence in the Asian mainland. Its next logical step would be to gain a foothold in these islands, and it would be but natural that Japan should prepare to exercise influence in them immediately upon their receiving their independence. This would be against the spirit of the protectorate which the United States must exercise for some years after independence. If Germany should succeed in defeating its enemies, it will undoubtedly in the course of that victory, or as the result of it, extend its holdings in the Southern seas. It too would, perforce, seek to exercise influence in the Philippines as soon as independence should become imminent. Thus, whatever the outcome of the present conflict, the United States, if it goes ahead at this time in its plan to launch an independent island government would be inviting trouble. And trouble with any of the European belligerents or with Japan is the one thing above all others that is to be avoided. There is plenty of time to consider Philippines independence; the problems that now press insistently lie much nearer home.

THE PASSING HOUR

The detective force had to be notified directly by telephone before it became aware of the open gambling that has been going on, day and night, at one of the local auto stands. After being notified the astute detectives failed to land their game, because it had been "tipped off." Of course, it was tipped off. That is what some of the detectives are kept on the payroll for.

Honolulu Wholesale Produce Market Quotations

ISSUED BY THE TERRITORIAL MARKETING DIVISION.
(Island Produce Only)

Eggs and Poultry.			Cucumbers, doz.		
Fresh Chicken Eggs, doz.	@ 55		Green Peas, lb.	@ 8	
Fresh Duck Eggs, doz.	@ 40		Peppers, Bell, lb.	@ 6	
Hens, lb.	@ 27		Peppers, Chile, lb.	@ 4	
Roosters, lb.	@ 30		Pumpkin, lb.	@ 1 1/2	
Broilers, lb.	@ 35		Rhubarb, lb.	@ 6	
Turkeys, lb.	@ 35		Tomatoes, lb.	@ 5	
Ducks, Muscovy, lb.	@ 30		Turnips, white, lb.	@ 3	
Ducks, Hawaiian, doz.	@ 5.60		Turnips, yellow, lb.	@ 3	
Live Stock—Live Weight.			Watermelons, each		
Hogs, 100-150 lbs., lb.	@ 14				
Hogs, 150 lbs. over, lb.	@ 12 1/2		Fresh Fruit.		
Steers, lb.	@ 10		Bananas, Chinese bunches	25 @ 40	
Calves, lb.	@ 8		Bananas, cook bunches	75 @ 1.00	
Cows, lb.	@ 8		Figs, 100	@ 80	
Dressed Weight.			Grapes, Isabella, lb.	@ 10	
Pork, lb.	@ 18		Oranges, Hawaiian		
Mutton, lb.	@ 10		Limes, Mexican, 100	75 @ 1.00	
Beef, lb.	@ 11		Pineapples, doz.	@ 65	
Potatoes.			Strawberries, lb.		
Irish, lb.	1.25 @ 1.50				
Sweet, red, lb.	@ 1.25		Beans, Dried.		
Sweet, yellow, lb.	@ 1.25		Lima, cwt.		
Sweet, white, lb.	@ 1.25		Red Kidneys	@ 4	
ONIONS.			Calico	@ 4	
New Bermudas, lb.	@ 3		Small Whites	@ 3	
Portuguese, lb.	@ 3 1/2		Peas, dried	@ 2 1/2	
Vegetables.			Grain.		
Beans, string, lb.	@ 3		Corn, small yellow, ton	38.00 @ 30.00	
Beans, lima in pod, lb.	@ 3 1/2		Corn, large	34.00 @ 38.00	
Beets, doz. bunches	@ 2 1/2		Miscellaneous.		
Cabbage, lb.	@ 40		Charcoal, bag	@ 30	
Carrots, doz. bunches	@ 40		Hides, wet-salted		
Celery, doz. bunches	@ 2.00		No. 1, lb.	@ 14 1/2	
Corn, sweet, 100 ears	@ 2.00		No. 2, lb.	@ 13 1/2	

The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price and for cash. No commission is charged. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship. The shipping mark of the Division is U. S. E. S. Letter address Honolulu, P. O. Box 753. Storefront 118 Queen street, near Maunakea. Salesroom Ewa corner Nuuanu and Queen Sts. Telephone 1840. Wireless address USEP. A. T. LONOLEY, Superintendent.

THREE WIVES MAY BE LEVY OF APIO

Authorities Find Trace of Third Woman On Hawaii Lothario Probably Married

Federal officers scoured all over the city yesterday on a still hunt for John Apio, who is believed to have committed bigamy. The search, up to a late hour last night, was fruitless and Apio was still at large.

The young man is supposed to have married Emily Hoomana on September 1 and then two weeks later—last Tuesday—it was said to have taken to wife one Annie Kekaula.

Attorney General Stalnaker yesterday investigated the case, following the exclusive story published in The Advertiser. M. A. Thomas, special assistant to the attorney general of the United States, also is working up the case against young Apio.

"This case is a serious one," said Mr. Thomas yesterday. "Apio has committed a serious offense, if he married the two girls. It is supposed that he married Emily Hoomana on the first of the month. When he was to be prosecuted for living with Annie Kekaula, the young fellow went from the Hall of Justice (the federal court) and within a week's time of it committed bigamy in the House of God (Catholic Cathedral)."

It was rumored yesterday that it might have been this same Apio who, some months ago, before coming to Honolulu, married a young woman on the island of Hawaii. The authorities are investigating this new angle of the alleged marital entanglements of Apio.

FIERCE FRAY IN FRANCE

(Continued from Page One.)

Germans are adding to their defenses at Cologne, Dusseldorf, Duisburg and Wezel, the main positions along the Rhine.

BRITISH ARMY IS GROWING RAPIDLY

Lord Kitchener told the house of lords that two cavalry and six infantry divisions are being constantly kept at full strength in France. Other divisions from garrisons overseas, he said, are en route to join the colors, while territorial troops are replacing the garrisons in Egypt, Malta and Gibraltar.

Two new armies, he declared, are being assembled and a fourth is being created. Indian troops are en route. He added that Field Marshal French's latest report is that the situation is unchanged and the troops are cheerful.

AIRSHIPS DO GOOD DUTY

AMSTERDAM, September 18. (Associated Press by Federal Wireless)—A Reuter's despatch from Berlin reports the following official announcement by the German government:

"Our dirigibles have fulfilled all expectations.

"None have been destroyed nor captured by the enemy, although some have been damaged."

BERLIN DOES NOT ANSWER

WASHINGTON, September 17. (Associated Press by Federal Wireless)—President Wilson announced today that an inquiry made into rumors that the Kaiser is willing to receive peace proposals has so far met with a non-committal reply from the German chancellor.

It is not indicated whether the inquiry reached the Kaiser personally. The state department expects a fuller answer.

WITHDRAWAL TACTICAL

A statement issued from the German embassy here today, after receipt of advices from Berlin, says that the withdrawal of the German left wing army was a tactical maneuver, which does not affect the strategic situation. It is denied that the retirement was made in disorder and reports of heavy German losses in the retreat are scouted.

QUIET IN THE EAST

The war situation in Prussia, Austria and Serbia is temporarily quiescent today, no battles or important maneuvers being reported to Washington.

After a trial which lasted three days both sides rested yesterday in the divorce suit of Manuel Macedo Jr. against Christina Macedo. Counsel will argue on the marital phases of the case before Judge Ashford on Monday afternoon.

TREATMENT FOR DYSENTERY.

Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.